

GENTLEMEN'S DEPARTMENT.

WM. POWELL, LIMITED.
23, Queen's Road

BOOTS & SHOES:—The following Boots and Shoes are made in Northampton of the finest English leather, which is especially selected for us by a trade expert.

Being made on American lasts they ensure smartness and comfort. Stocked in half sizes and two fittings.

This is absolutely the largest stock in the East.

Give us an order for a trial pair:

A GOOD ARTICLE IS WORTH A FAIR PRICE.

HERE YOU WILL FIND THE BEST.

HIGH GRADE GOODS.

Black Box Calf, whole golosh (Lace) ... pair	\$13.00
" Glace Kid (Two shapes) ... "	13.00
" Box Calf, Heavy Sole (Lace) ... "	14.50
" " no toecap " ... "	10.00
Brown Willow Calf, whole golosh (Lace) ... "	13.00
" Glace Kid (Two shape) " ... "	12.50 & 13.00
" " no toecap " ... "	11.50
" Russian Calf, Round Toe " ... "	12.00
" Willow Calf Heavy Sole " ... "	14.50
" Grain, Waterproof Shooting Boot (Lace) " ... "	17.50
Black Crup Shooters (Lace) ... "	13.00
Patent Leather Kid Top Lace or Button ... "	13.00
" Military Dress Boot, Spring Sides " ... "	13.00
" Oxford Dress Shoes ... "	6.00 8.50
" Pumps (Court Shoes) ... "	6.00 8.50
White Canvas Boots ... "	6.50 Bound Leather 8.50
" Shoes ... pair	4.00 to 7.00
Fawn Canvas Boot, Kid Lined and Bound ... "	8.50
Brown Glace Kid Shoes ... "	6.50 & 8.50
" Calf Shoe ... "	9.00
Black Calf Shoe ... "	6.50
" Glace Kid Shoe ... "	8.50
Brown Leather Shoe red rubber sole ... "	8.50 10.00
White Buckskin Shoe " ... "	10.00
" Canvas Shoe, " ... "	6.00 to 8.00

Ladies' Department, 34, Queen's Road Central.

WM. POWELL, LIMITED.
23, Queen's Road.

SHIRTS:—

White Dress, Centre Stud Hole ... each	\$3.00 3.75 5.00 7.25
White, 2 Stud for Business Wear ... "	3.25
White, Short Front ... "	2.75 3.25
White Lawn, Soft Front6 oz. in weight	3.00
Superfine White Zephyr or Cambric,	
Soft Front Stiff Cuffs	4.00
White Twill, Silk Finish, for Tennis	3.25
White Cellular with Detachable Collar ea.	2.50 3.00 3.50 3.75 4.00
White Cellular Stiff Linen Cuffs	3.75
Finest White Zephyr Tunics (Self Stripe)	4.25
White Mat (Self Stripe) Detachable Collar	3.75
Colored Print Tunics (Fast Collars) ... each	3.00 3.50 3.75
Superior French Print Tunics, Stiff Front and Cuffs ...	4.50
Best Coloured Zephyr & Oxfords (Tunics) best quality ea.	4.00 4.25
Colored Flannel Shirts, Detachable Collar ... each	6.50
" " Unshrinkable	8.50

ENGLISH HANDMADE NECKWEAR.

Fly End or handkerchief Ties ... each	1.00 to 2.50
Made up colored Silk Bows	75 cts. 1.00 1.25
Ascot Ties for Tying in a large Puff of Black Satin, Black Soft Silk, Black figured Silk, or Blue with White Spot Foulard ea.	2.50
Stock Ties for Riding, etc., ... each	1.25 1.50 2.50
A large Variety of Woven Silk Tubular, Bow	
Tie, all latest patterns ... each	1.00
A small Tie suitable for Bow or Knot in light	
and dark colors fine quality Silk ...	1.00 to 1.50
Four in hand or Derby Ties ... each	75 cts. to 2.50
Etc., Etc., Etc.	

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED.
23, Queen's Road.

HALF HOSE:—

Plain Black or Navy Cashmere ... pair	1.00 1.25 1.50
Fancy or Stripes, Cashmere, Silk and Wool,	
light and dark ...	1.50 1.75 2.00 2.25 2.50 2.75 3.00
Embroidered Cashmere for Dress Wear ... pair	1.50 to 3.00
Embroidered Silk for Dress Wear ... "	2.75 to 6.50
Plain Black Silk	2.25 to 5.00
Tan Silk and Wool, Splendid value ... "	1.75
Lisle Thread, Plain Black or White ... "	1.00
" " (Openwork) ... "	1.00 1.50
" Embroidered " for Dress Wear pair	1.75
Black Ribbed Imitation Silk ... pair	1.25
Fine Black Cotton, Embroidered ... 1 doz. pairs	4.50
Pure Natural Wool ... 1 Hose pair from	0.85
Merino ... pair from	0.40
Warm Woollen for Winter Wear ... pair from	1.00
Tan Cotton " Hercules " Special ... pair	1.00
Hose for Shooting, Football, Cycling, Golfing	
etc., a large variety of Patterns, Scotch	
Knit ... pair	2.00 to 4.50

UNDERWEAR:—

English Balbriggan ... vests each	1.65 to 2.50
" ... pants " ... "	1.85 to 2.50
India Gauze ... vests " ... "	1.25 to 1.50
" ... pants " ... "	1.25 to 2.00
" Athletic Vests, no buttons " ... "	2.00
Pink or Pale Blue Wool ... vests " ... "	3.00 to 3.25
" ... pants " ... "	3.00 to 3.25
Natural Undyed Wool ... vests " ... "	2.75 to 4.00
" ... pants " ... "	3.00 to 4.25
Pure Natural Wool Unshrinkable ... vests " ... "	4.50 to 5.25
" " " ... pants " ... "	5.00 to 6.00

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED.
23, Queen's Road.

RUGS:—

A splendid selection of Woollen Rugs, fringed	
6.00 7.50 8.50 10.00 12.50 14.00 16.00 20.00 25.00	
Reversible	9.00 12.00 15.00
Pure Wool, Scotch make	12.00 15.00 18.00 20.00
Tartans in all the leading Clans	15.00 17.50 22.00 24.00 25.00

TRUNKS & TRAVELLING REQUISITES:—

A large assortment of Trunks in various	
sizes, light or heavy weight ... each	from 17.50 to 45.00
Dress Baskets ... each	30.00 to 40.00
Small Trunks, suitable for Cabin use, in	
American Cloth, Mail Canvas and	
Leather, prices ranging ... each	from 15.00 to 25.00
Tin Trunks in all sizes, Sole Leather suit Cases each	28.00 to 35.00
Fitted Dress suit Cases, sole Leather, containing	
pair best quality military hair brushes, hat	
brush, clothes brush, shaving brush in bottle,	
tooth brush in bottle, razor, strop, mirror, price	50.00 to 70.00
Gladstone Bags, best cowhide 20" to 30" ...	25.00 to 35.00
Fitted Bags, best cowhide	70.00 to 90.00
Soiled Linen Bags with Brass Fittings and padlock	4.00 to 7.50
Waterproof Holdalls, Umbrella Cases, etc., etc.	
Luggage Straps, labels, etc. at moderate prices ...	

SUNDRIES:—

Braces \$1.00 to 3.00 pair, Links and Studs of all kinds ...	
Leather Belts, ... Pigskin 2.00 Football belts from 0.75	
Black Silk cummerbunds for dress wear ... each	3.00 3.25
Puggarees, 0.85 to 3.00 ... Hatguards, Armlets, etc. ...	

Everything for Ladies' & Children's Wear

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 8th March.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th March.
GLASGOW and LIVERPOOL	"DOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.

S.S. "TELEMACHUS" left Singapore at noon yesterday, and is due here on the 8th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"AJAX"	On 15th March.
"GENOA, MARSEILLES & L'POOL	"GLAUCUS"	On 15th March.
LONDON & ANTWERP	"PAKLING"	On 24th March.
LONDON & ANTWERP	"MACHAON"	On 12th April.
"GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 20th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 24th March.
S.S. "TYDEUS" left Victoria, B.C., on 21st inst. for Japan and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th March, 1904.

CHINA NAVIGATION CO., LIMITED.

STEAMERS.

FROM	STEAMERS	TO SAIL
SWATOW, WEI-HAI-WEI and TIENTSIN	"KANSU"	10th March.
MANILA	"KAIFONG"	11th "
SHANGHAI	"KWANGSE"	11th "
KOBE	"CHINGTU"	21st "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light Unrivalled table. A duly
qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th March, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila. Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 12th Mar., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 19th Mar., at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 5th March, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELLI"	4,899	R. P. Craven	April 24, "
"INDRAPURA"	4,899	J. T. Horne	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 5th January, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual and will shortly
be followed by the Steamer "CHARLES
HARDOUIN."

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.
The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30

The Company's Wharf is at the end of Queen
Street, Praya West.For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 6th February, 1904.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the
above Port, TO-MORROW, the 9th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS, LAFFRAK & CO.,
General Managers.

Hongkong, 8th March, 1904.

FOR YOKOHAMA AND KOBE

THE Steamship

"BRINGAVIA,"

Captain Schulte, will be despatched for the
above Port, TO-MORROW, the 9th instant,
at Noon.For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th March, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain E. J. Tadd, will be despatched as above
TO-MORROW, the 9th instant, at 3 P.M.,
instead of as previously advertised.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th March, 1904.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SAXONIA,"

Captain Breimer, will be despatched for the
above Port, on THURSDAY, the 10th instant,
at 4 P.M.For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd March, 1904.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC,"

Captain Geo. R. Wallace, will be despatched as
above on or about TUESDAY, the 23rd inst.For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, 2nd March, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"AFRIDI"..... Early in April.

For Freight and further information, apply
toDODWELL & CO., LIMITED.
Agents.

Hongkong, 3rd March, 1904.

To be Let.

TO LET.

NOS. 4, 5, 6 and 9, AUSTIN AVENUE,
KOWLOON, at moderate rentals, with
immediate possession.Apply to
HUMPHREYS ESTATE & FINANCE
CO., LTD.

Hongkong, 29th February, 1904.

TO LET.

NOS. 6, BARROW TERRACE, KOWLOON.
Available 1st March.Apply to—
THE SAM WANG CO., LD.

Hongkong, 5th February, 1904.

Imitations.

THE NEW FRENCH REMEDY
TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Jobert, Volpau
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses every existing
remedy.

THERAPION No. 1 is a re-
markably powerful remedy, especially effective in the treatment
of all diseases of the urinary system, such as gonorrhoea,
of which does irreparable harm by laying the foundation of
strictures and other diseases. In general cases, it is a
specific of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind. It will be
found astonishingly efficacious, affording prompt relief
where other remedies have been powerless.

THERAPION No. 2 is for im-
mediate relief of all the most distressing and painful
affections of the joints, secondary symptoms, gout, rheumatism,
and all diseases for which it has been too much a failure
to employ mercury, arsenic, etc., to the destruction of
sufferer's teeth and ruin of health. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter.

THERAPION No. 3 is a powerful
exhaustion, impaired vitality, nervous debility, and all the
consequences of early error, excess, intemperance in
hot, unhealthy climates, etc. It possesses surprising power
in restoring strength and vigor to the debilitated.

THERAPION is a French Preparation, and is sold by the principal
Chemists and Dispensaries throughout the world. Price in England 1/6 &
1/8. The only one, state with of the three numbers, and the ground
of which is a "Trade Mark," which is a fac-
simile of a "THERAPION" as it appears on the French
Government Stamp, and is a guarantee of its genuineness.
It is sold by every respectable Chemist or Dispensary in the
Colonies, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

A WONDERFUL DISCOVERY.

This is a change of research and experiment, when
all nature is so much, is remedied by the scientific
for the most important happiness of man. Science has
not only a great stride during the past century,
and among the by no means least important
discoveries in medicine, none is more important
than the discovery of this French Preparation, which
is a powerful and reliable Patent Medicine,
which has been found to be a great relief to
the Continental Hospitals by Ricord, Rostan,
Jobert, Volpau, and others, by all those who
have used it, and is a guarantee of its genuineness.
It is sold by every respectable Chemist or Dispensary in the
Colonies, and without which it is a forgery.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 23rd February, 100 cts. per 5 Mx.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa D	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	17
" Soup—Tong Yuk	17
" Steak—Ngau Yuk Pa	17
" Sausages—Ngau Yuk Chung	17
" Tongue—Ngau Yuk	17
" Tongue—Ham Ngau Yuk	17
" Head—Ngau Yuk	17
" Heart—Ngau Yuk	17
" Hump—Ngau Yuk	17
" Feet—Ngau Yuk	17
" Kidneys—Ngau Yuk	17
" Tail—Ngau Yuk	17
" Liver—Ngau Yuk	17
" Tripe (undressed)—Ngau Yuk	17
" Calves' Head and Feet—Ngau Yuk	17
" Mutton Chop—Yeung Pak Kw	17
" Leg—Yeung Pak Kw	17
" Brains—Chi Kwong	17
" Feet—Chi Kwong	17
" Fry—Chi Kwong	17
" Head—Chi Kwong	17
" Heart—Chi Kwong	17
" Kidneys—Chi Kwong	17
" Liver—Chi Kwong	17
" Pork Chop—Chi Kwong	17
" Corned—Ham Chu Yuk	17
" Leg—Chu Yuk	17
" Fat or Lard—Chu Yuk	17
" Sheep's Head and Feet—Yeung Pak Kw	17
" Kidneys—Yeung Pak Kw	17
" Liver—Yeung Pak Kw	17
" Sucking Pig, To Order—Chu Yuk	17
" Suet, Beef—Sung Ngau Yuk	17
" Mutton—Sung Ngau Yuk	17
" Veal—Sung Ngau Yuk	17
" Sausages—Sung Ngau Yuk	17

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	30
Ducks—Ap	30
Doves—Pan Kau	30
Eggs, Hen—Kai Tan	30
Fowls, Canton—Kai Tan	30
" Hainan—Hoi Nam Kai	30
Geese—Ngai	30
Geese, Wild Shanghai—Sheung Hoi Ye	30
Musk Deer—Wong Keng	30
Hare—Tu Chai	30
Partridge—Che Kwong	30
Pheasant—Shao Kai	30
Pigeons—Canton—Pak Kup	30
" Hainan—Hoi Nam Kai	30
Quail—Um Chun	30
Rice Birds—Wo Fa Cheuk	30
Salpae—Sa Chui	30

Turkeys, Cock—Fo Kai Kung

Hen—Na 45
Wild Ducks, Shanghai—Sui Ap 45
Teal, Shanghai, Sui Ap Chai 45
Wild Ducks Canton—Sung Shing Sui 45
Apes per pair 1.00

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	13
Catfish—Chik Yu	13
Codfish—Mun Yu	13
Crabs—Hoi	13
Cuttle Fish—Muk Yu	13
Dab—Sa Mang Yu	13
Dace—Wong Mei Lun	13
Dog Fish—Tit To Sa	13
Eels, Congor—Hoi Man Yu	13
" Fresh water—Tam Si Yu	13
" Yellow—Wong Sin	13
Frogs—Tien Kai	13
Garoupa—Sek Pan	13
Gudgeon—Pak Kup Yu	13
Herrings—Tso Pak	13
Halibut—Cheung Kwan Yu	13
Labrus—Wong Fa Yu	13
Loach—Wu Yu	13
Lobsters—Lung Ha	13
Mackerel—Chi Yu	13
Monk Fish—Mon Yu	13
Mullet—Chai Yu	13
Oysters—Sung Hoo	13
Parrotfish—Kai Kung Yu	13
Perch—Tau Lo	13
Pike—Fa Pau Poong	13
Plaice—Pan Yu	13
Pomfret, Black—Hak Chong	13
Pomfret, White—Pak Chong	13
Prawns—Ming Ha	13
Ray—Pei Pa Sa	13
Rock Fish—Sek Kau Kung	13
Roach—Chun Yu	13
Salmon, (Chin), fresh water—Ma Yau	13
Shark—Sa Yu	13
Skate—Po Yu	13
Shrimps—Ha	13
Snapper—Lap Yu	13
Soles—Tat Sa Yu	13
Tench—Wan Yu	13
Turbot—Cho Hoi Yu	13
Turtles, small, fresh water—Keok Yu	13
White Bait—Ngan Yu Chai	13

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	15
" (Chefoo)—Tin Chun Ping	15
" Small—Hoi Tong	15
" Custard—Fan Lai Chi	15
Bananas, (ragrant), Canton—Sung Sheng	15
" (lydes), Macao—San Heung Chiu	15
Chestnuts, Chinese—Foong Lut	15
Carambola—Yeung Tou	15
Cocoanuts—Yeh Tsz	15
Grapes—Sin Tai Tsz	15
Lemons, China—Ning Moong	15
" Amer.—Kum San Ning Moong	15
Lichees, Dried—Lai Chi Cou	15
" Fresh, Lai Chi Cou	15
Limes, (Santon)—Lai Kung Ning	15
Mango, Manila—Lui Sung Moong	15
Mango, Saigon—San Kung Moong	15
Mangosteens, San Chuk Tsz	15
Oranges, (Canton)—Jiang Sheng Tim	15
" Chang	15
" Small—Tai Kut	15
" Mandarin—Tim Kut	15
Olives—Pak Lam	15
Pears, (American)—Kam San Ping	15
" (Canton), Cooking—Sa Li	15
" (Shanghai)—Sheung Hoi Li	15
Peanuts, —Fa Sang	15
Persimmons Large—Lung Chie	15
Pine-apples, 1st quality—Sheung Foon	15
" 2nd quality—Sheung Foon	15
" Paw-law	15
" and coc ing Chung-tang	15
" Paw-law	15
Plums—Tai Chen	15
Plum, Swatow—Hung Lai	15
Pumelo, Siam—Chin Lo Yau	15
Walnuts, Hop Tou	15
" Green—Sung Hop Tuo	15

VEGETABLES, &c.

	Artichokes, Shanghai,—Sheung Hoi Ah	4
17	Chi Chai	4
17	Beans, (French) Macao—Oh Moon Pin	4
17	Tau	4
17	Beans, (French), Shanghai—Sheung Hoi	4
17	Pin Tau	4
17	Beans, Sprout—Ah Choi	4
17	Beans Long—Tau Kok	4
17	Beet Root—Hung Choi Tau	each
17	Brinjals, Green—Cheng Yuen Ker	4
13	Brinjals, Red—Hung Ker	4
26	Brassica—Pak Choi	4
26	Bamboo Shoots—Chook Sam	4
4	Cabbage, Chinese, com.—Kai Choy	4
48	Cabbage Root—Kai Lun Tau	each
55	Cabbage, (Shanghai) Yau Chai	4
55	Cane Shoots, bunch—Kau Shun	4
55	Cauliflower, Large size—Tai Voh Choi	4
13	Fa	each
8	Cauliflower, Medium size—Cheung Yeh	each
8	Choi-fa	each
16	Cauliflower, Small size—Sai Voh Choi-fa	4
5	Carrots—Kam Shun	4
5	Celery, Chinese—Sai Choy	4
75	Celery, English—Yeung Kan Choi	4
24	Celery, White—Pak Yeung Kan Choi	4
24	Chilles Dried—Com Lat Chiu	4
24	"	4
24	" Green—Cheng Lai Chiu	4
7	Curry Stuff, English—Ka Lee Choi Lit	4
2	Cucumbers—Chung Kwa	4
12	Ritter Squash—Fuk Kwa	4
12	Garlic—Suen Tau	4
13	Ginger, young—Sun Tsz Keung	4
13	old—Lo Keung	4
24	Horse Radish, Shanghai—Lik Kan	4
24	Indian Corn—Suk Mai	piece
18	Lettuce—Yeung Sang Choi	4
18	Water Chesnuts—Ma Tai	4
22	Mandarin—Kwei Lum Ma Tai	4
18	Mushrooms Fresh—Sang Cho Kuo	4
55	Onions, Bombay—Yeung Chung Tau	4
9	" Green—Sang Chung	4
20	" Shai—Sheung Hoi Chung Tai	4
16	" Japan—Yat Poon	4
16	Okroes—Mo Ker	4
35	Parsley, English—Yeung Un Sai	4
35	Green Peas—Cheng Tau	4
18	Potatoes, Sweet—Fan Shu	4
15	Shanghai—Sheung Hoi Shu	4
30	" Tsai	4
35	" Japan—Yat Poon Shu Tsai	4
35	" American—Fa Ki	4
24	" Foochow—Fuk Chau Shu Tsai	4
24	Macao—Oh Moon	4
26	Pumpkin—Toong Kwa	4
26	Radish—Hung Lo Pak Tsai	doz
35	Shalots—Com Chung Tau	4
35	Spinage (Chinese)—Paw Ohoi	4
23	Spinach—Yin Choi	4
\$1.55	Tomatoes—Fan Ker	4
3.50	Taro—Wu Tau	4
55	Turnip, Pun-ti (Long)—Low Pak	4
67	" English—Yeung Low Pak	piece
1.60	Vegetable Marrow—Chit Kwa	4
35	Waters Cresses—Sai Yeung Choi	4
35	Caltrops—Lan Kok	4
32	" Lily Roots—Lan Ngau	4
22	Yams—Tai Shu	4
25	E. D. ROGERS,	
	Inspector en charge of Market	

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

VLADIVOSTOK SQUADRON ACTIVE.

WATCHING KOREAN COAST.

(From Our Own Correspondent.)

YOKOHAMA, 7th March, 10.45 a.m.

The Russian warships are keeping a close watch on the north-east coast of Korea. The Vladivostok squadron is cruising off Sonchin.

ACTIVITY OF THE N. Y. K.

RENEWAL OF COASTING SERVICE.

The Nippon Yusen Kaisha has chartered eighteen foreign steamers, with a total tonnage of 53,000.

The Company has announced that their services from Kobe to Korea, Kobe to Kelugand, Yokohama and Shanghai are being renewed.

The journals of the Capital express their satisfaction at this revival of trade, due to the rapid victories of Japan's Navy.

PRIZE COURT DECISION.

ADDITIONS TO JAPAN'S TRANS-PORT FLEET.

The *Chuvu* states that the Sasebo Prize Court has decided that the Russian steamers *Manchuria* and *Mongolia*, property of the China Eastern Railway Co., are now lawful prizes.

These vessels are to be used immediately in the public service of Japan, and will run to Korea as transports.

MAIL STEAMER IN COLLISION.

P. & O. S.S. "BALLAARAT" BADLY DAMAGED.

(From Our Correspondent.)

SHANGHAI, 7th March, 5.53 p.m.

On Sunday, while the P. and O. mail steamer *Ballaarat*, was passing Woosung she was in collision with the river steamer *Chang On*. The mail boat out the river steamer to the water-edge amidship, and the *Ballaarat's* forefoot was so badly damaged that the ship will be unable to take the homeward mails.

The *Chang On* was run on shore in order to save her from sinking. No lives were lost.

The P. and O. s.s. *Coromandel* will take the homeward mails.

(Reuter's.)

The War.

LONDON, 6th March.

A St. Petersburg telegram from Vladivostok says that a bombardment occurred at 1.25 p.m. on the 6th instant. Five Japanese battleships and two cruisers were firing all their guns at a range of five miles. No damage was done, most of the 200 Lyddite shells fired failing to explode. The Russian batteries made no reply, awaiting the nearer approach of the enemy, who later on retired. The Japanese ships were covered with ice.

Considerable numbers of men are volunteering at Vladivostok and one man is selected from every two. A farms corps of irregulars is forming.

THE JAPANESE MERCANTILE MARINE.

Mr. Hirayama, director of the Nautical College at Tokyo, gives a description of the training through which cadets destined for the Japanese merchant service have to pass. In addition to the ordinary education of a merchant officer, the cadets receive instruction in gunnery and military drill, and are considered as belonging to the Japanese Navy during their college life. There are two training ships connected with the college, and a third is building. The course takes five and a half years to complete, and at its conclusion graduates of promise and good character are sent abroad to finish their education. There are also schools at Hakodate, Oshima, Yogo, Awashima, Tobu, Saka, and Hiroshima, where boys are trained for the merchant service. The instruction given at these schools is not so comprehensive as that given at the Nautical College, but the pupils are required to undergo a similar course of training.

THE NATIONAL BANK CASE.

FURTHER HEARING.

The Chief Justice sat at the Supreme Court this morning, with a special jury and continued the hearing of the claim brought by the National Bank of China to recover from Chee On and Co., coal merchants of 22, Li Yuen East Street, and Chan L. Chui, trading as the Wing On firm of Kobe, the sum of \$64,000 odd due on bills of exchange drawn in Japan for payment in Hongkong, which were dishonoured, and charges incurred in connection therewith.

The following special jurors were sworn—Messrs H. E. R. Hunter (Hongkong and Shanghai Bank), W. M. Watson (J. D. Hutchinson and Company), W. J. Saunders (Union Insurance Company), H. A. Fuchs (Siemssen and Company), C. H. Thompson (Ross and Company), N. Mumford (Lloyd's Register) and A. Howard (D. Sassoon & Co.).

Mr. E. H. Sharp, K.C. (instructed by Mr. H. W. Looker, (of Messrs Deacon, Looker and Deacon) appeared for the Bank, while Mr. M. W. Slade (instructed by Mr. C. D. Wilkinson, of Messrs Wilkinson and Gris) represented the defendants.

Mr. Slade opened the case on behalf of the defence and argued that, on the facts as disclosed by the evidence on behalf of the plaintiff, judgment must be for defendants. The case was again adjourned.

APPENDICITIS IN THE CHINA FLEET.

ITS EXCEPTIONAL PREVALENCE.

Dr. F. H. A. Clayton, staff-surgeon in the Navy, has reported to the medical department of the admiralty on the prevalence of appendicitis in the China fleet. He says,—"From information obtained from other medical officers, as well as from my own observation, it would appear that quite an unusual number of appendicitis cases come under treatment on the China station. In two ships out here, during a period of ten months, I have had at least six cases with well-marked appendicitis and several more with symptoms referable to that part of the intestinal canal, under my own care. It has, at all events, occurred with far greater frequency than upon any other station of which I have previously had experience. It is difficult to obtain definite statistics about this disease in the Navy, as it is not specifically mentioned, but in the last three blue-books, returns of the operations performed at the three large home hospitals have been included. These show 2 operations for appendicitis in 1897, 7 in 1900, and 4 in 1901, or a total of 13 in all for these three hospitals, containing probably 2,500 beds. I do not think I am at all exaggerating in putting the number of similar operations performed at the small hospitals at Wei-hai-wei and Hongkong in the last three years at about a dozen, if not more. At Wei-hai-wei alone Staff-surgeon Thorpe has operated on seven cases in the last two years. As there can be no doubt about diagnosis in operation cases there is considerable reason for the opinion that the disease is exceptionally prevalent out here.

I do not know how the recent arrivals on this station compare with the ships longer in commission as regards the incidence of the disease, but both ships in which I have served, and in which cases were numerous, have been two years out here, while in November the medical officer (Fleet-Surgeon Haldyside) of the *Vengeance* which has recently arrived from the Mediterranean, told me that up to that time he had had no cases.

When one remembers, however, the almost universal infection of natives with these parasites, it seems unlikely that they are alone responsible. Dr. Matignon, of the French Legation in Peking, in a communication read by Laveran, notes the great frequency of intestinal parasites among both Chinese and Europeans, and the rarity of appendicitis notwithstanding. He had, however, noted symptoms suggesting appendicular colic in three of the latter, and due to the presence of tenia. He suggests that difference in diet have a good deal to do with the immunity of Chinese. That this immunity is not, however, absolute, is proved by the returns of Dr. Hunter, the Government bacteriologist at Hongkong for 1902, which give 14 deaths from it in a total (excluding the plague and cholera outbreaks) of 1,964, and cases are noted as being numerous. Although this does not seem a very large number it shows that it does occur.

ALEXIEFF.

"VICEROY OF THE FAR EAST."

It is to Napoleon we owe the saying—"In war men are nothing; a man is everything." Now when the attention of the whole world may be said to be centred in the Liaotung Peninsula, it would seem that the truth of these words stands every chance of being put to the proof once more. With Japanese military leaders we may claim some acquaintance, for the recent war with China afforded to several the opportunity to write their names in the pages of military history; but of the Russians—thanks to their habitual exclusiveness, and the fact that many years have elapsed since the nation was involved in hostilities sufficiently serious to bring to the front their best leaders—we know less. Men, Russia has; tens of thousands, hundreds of thousands of them, but has she "a man"? Naturally the figure to whom our glance first turns is Admiral Alexieff, the so-called "Viceroy of the Far East" and Commander-in-Chief of all the troops on land and sea in that region, who up the eve of war stood in the extraordinary position of having been committed by a despotic master with the sole arbitrament of the issue of peace or war. For the moment the functions of Sovereign and subject seem to have been reversed, and the eyes of the world are fastened on the man with whom such a decision came to rest. Born in the early part of 1843, Eugene Ivanovich Alexieff is nearly 61 years of age, but is said to carry his years extremely lightly, and his activity, energy and ubiquitousness combined would seem to give him the appearance of a much younger man. His promotion cannot be called rapid, and fortune does not seem to have particularly favoured him in his forty-three years of command. Entering the Russian

Navy at the age of 17 he became Midshipman at 22, Sub-Lieutenant at 24, Lieutenant at 34, Commander at 40, Captain at 43, and eventually Vice-Admiral in 1897, at the age of 54. As a Commander he sailed in the *Africa* from 1878 to 1883, afterwards commanding the cruiser *Admiral Korniloff* from 1886 to 1889. Shore duty then for a time claimed his services, which obtained the recognition they deserved, resulting three years later, in 1892, in his being appointed to the Staff of the Admiralty where he remained till 1895. Thence he was, according to our exceedingly well-informed Indian contemporary *The Pioneer*, appointed Commander-in-Chief of the Squadron in the Pacific Ocean, only to receive promotion four years later by being given chief command of all the troops in the Kwantung, or Liaotung, district, in addition to the fleet in those waters. The disturbances in China, and the campaign of 1900 gave further scope to his exceptional abilities, and when the Russian Government at the commencement of last year decided that the expansion of their power and territory in the Far East necessitated the appointment of an all-powerful authority on the spot, there Admiral Alexieff would be the man selected. He was appointed to the high and responsible post of Viceroy in the Far East and Commander of all the Tsar's troops in North Eastern Asia on the 13th August last, his authority being only second to the Tsar in all matters political or military, and it is to His Imperial Majesty alone that he is accountable. To quote from a Russian article published at the time: "His energy, activity, and the broad-mindedness of his views on Government affairs are well known to every Russian, and the Tsar's selection has been universally hailed with the greatest satisfaction. His exceptional experience in the Far East and the rich fruits of his devoted services give us every reason to expect that in his new appointment Alexieff will not only cause his 'Kingdom' to flourish more and more in the passage of years, but, supported by his increase of authority, will further the development of Russian power on the shores of the Pacific." Although little of war has come to his lot, the Admiral is more decorated than most men, having been the recipient of some 11 Russian and 16 foreign Orders and decorations. The most valuable of these, the Order of the White Eagle, granted in 1901, and that of the Legion of Honour he can be seen always wearing, whilst one of his most treasured rewards is a gold sword, presented to him by the Tsar in 1900 with the words "Taku-Tientsin-Peking 1900" set on it in brilliant. Admiral Alexieff is a small stout man, with a rough, untidy beard, but a most pleasing expression, and generally smiling. His capabilities for work are tremendous, administrative powers exceptional, and he has the character of being unsparing of his subordinates. Curiously enough he is a bachelor, report saying that he never found time to get married. At heart he is a sailor, and loves the sea, whilst he is filled with a tremendous confidence in the great future awaiting his country, as a determination to further its interests and desires. As to his capacities as a diplomatist, Admiral Alexieff is a Russian, a thorough Russian—which puts him on an equality with any two statesmen of the Western school in that department of politics. Regarding his inward views on the climax in Far Eastern affairs there is no certainty, the accounts which profess to be acquainted with them differing totally. According to one report he was understood to hold that the situation should be solved by diplomacy, in the view that time must give Russia all she wants: according to another he has been against any concession to Japan even in Korea. But the time is now past when this or that opinion as to what would have originally been the best course can modify the actual decision, for it will now be settled by the sword.

HARBIN: THE NEW SEAT OF GOVERNMENT. Harbin, the new seat of Government to which Admiral Alexieff, in all the pomp and splendour of his exalted office of "Viceroy of Far East," has retired from Port Arthur, is in the very centre of Manchuria and, being the key of many hundred versts of railway, and the brain which orders the coming and going of every truck and wagon, it is even more than Port Arthur, a place which will be reached for at all costs by the Japanese. Its downfall would be the Sedan of Russian Far Eastern dreams, and even the Russian officer allows that the open plains which surround it can never be adequately fortified.

To-day it has a Russian civilian population of nearly thirty thousand, inhabiting vast scattered groups of houses rather than any organic city. In five years' time over two hundred and fifty thousand Chinese have congregated there and although many are migratory birds who go South to Shantung with the cold weather, they were all there for the summer census and must be taken into account. Harbin has flour-mills, and saw-mills and brick kilns. It is Russia's distributing centre for her troops, her provisions, her ambitions and her dreams. In Harbin itself you feel that Russia has captured Manchuria; once outside you know that this is but an idle dream.

The town is situated upon the right bank of the Sungari River 500 miles north of Port Arthur and 400 miles west of Vladivostok and is the point from which three lines of railway branch, one leading through Siberia to Holy Russia, another to Port Arthur, while a third branch runs due west to Vladivostok. The place is of mushroom growth and is still expanding. To it have come people of many nationalities, but no British, for the British is unwelcome everywhere where Russia has set her foot and the boasted open door is not for him.

The Russians saw the capabilities of Harbin and hence chose to make it a great centre, not only of supply but of military affairs, and now it has suddenly sprung into the position of being the seat of Government as well. It is right in the middle of one of the fairest and most luxuriant grain producing centres of the world. Approaching it from the south one passes through thousands of acres of rich land all under wheat, while away to the northward, upon the other side of the Sungari River, stretch broad grass-covered plains supporting thousands of cattle. So rich and fertile is the surrounding country that a huge army could, according to the *Shanghai Times*, be supported upon its productions and in the piping time of peace it would be capable of producing no small quota of the quantity of wheat for which civilized Europe, less bounteously blessed by Nature, is constantly clamouring.

The Russians have been quick to see, with the result that huge flour mills have been erected and have been kept busily at work night and day turning out stocks of splendid flour, which go a long way towards supplying the staple food required by the Russian army in Manchuria. The Railway and the River form the highways down which the wheat comes and along which it is once more despatched in the shape of flour.

But other matters have been attended to as well. Huge permanent barracks have been erected and all the necessary offices required for a large military centre and seat of government. Here it is, too, that the Railway repairing shops and construction works have been placed and they are said to be upon an immense and generous scale. Despite its mushroom growth, the town of Harbin has formed the basis of many huge fortunes and land has jumped up to a figure which would be surprising were the enormous capabilities and

future importance of the place less patently manifest. To show the place which the Russians attach to Harbin, it may be mentioned that a hotel, containing over hundred rooms, has been erected and is, in the busy summer season, full to overflowing. A theatre is also provided, while in the principal streets are shops at which everything from a diamond necklace to a pin can be purchased.

This, then, is the point to which Alexieff has retired with his Staff and it is doubtless here that the greatest land battles will be fought once the Yalu has been crossed, for not only is Harbin the key to the Russian railway system, but it is the heart of Manchuria. Once it is in Japanese hands the Russian sway in Manchuria will be at an end for all time.—*Strait's Echo*.

COMMERCIAL.

Shanghai advices, dated 4th inst., report business done:—Shanghai and Hongkong Wharfs at Tls. 207 1/2 for March, and Tls. 207 1/2 for April. Indo-Chinas at Tls. 60 for March, and Tls. 60 for March from Hongkong. Farnham, Boyds at Tls. 144 for July. Shanghai Lands at Tls. 109 1/2 Chinese Engineering and Mining Co. at Tls. 6 B.S. Maatschappij at Tls. 30 1/2 cash, Tls. 30 1/2 3/30 3/30 3/30 for March, and Tls. 32 1/2 3/30 3/30 3/30 3/30 for June. Major Bros. at Tls. 40. Astors at Tls. 27 1/2.

FREIGHT.

Messrs. Wheelock and Co. writing from Shanghai on 3rd inst. report that the homeward freight market has passed a very dull fortnight and there is nothing of interest to report; cargo is scarce owing to various causes and they do not see any chance of improvement for some time to come. Coastwise—Since last writing several more "outsiders" have been taken up on monthly charter at remunerative rates and the demand still continues whilst there are inquiries for trip-charters in all directions with no tonnage offering; rates are therefore high all round and are likely to continue so, at any rate until the Japanese have filled their requirements of tonnage.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/10 1/2
Do. demand 1/10 7/16
Do. 4 months' sight 1/10 1/16
France—Bank T.T. 2/34
America—Bank T.T. 1/10 1/2
Germany—Bank T.T. 1/10 1/2
India T.T. 1/10 1/2
On demand 1/10 1/2
Shanghai—Bank T.T. 1/10 1/2
Japan—Bank T.T. 1/10 1/2
Singapore—Bank T.T. 1/10 1/2
Java—Bank T.T. 1/10 1/2

Buying.
4 months' sight L/C. 1/10 1/2
6 months' sight L/C. 1/10 1/2
30 days' sight San Francisco & New York 1/10 1/2
4 months' sight do. 1/10 1/2
30 days' sight Sydney and Melbourne 1/10 1/2
4 months' sight France 2/34
6 months' sight 2/34
4 months' sight Germany 1/10 1/2
Bar Silver 26 1/16
Bank of England rate 4%

OPUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 900/920
"Last year 900/920
"Older 900/920
"Oldest 1,000/1,040
Patna New 1,050/1,120
Benares New 1,205
Persian (Paper) 1,245
Persian (Paper) 900/920

Co-day's

Advertisements.

THEATRE ROYAL.

ST. ANDREW'S HALL.

MADAME CANDOTTI'S

FAREWELL CONCERT.

PIANIST PUPIL OF RUBINSTEIN.

TO-MORROW,

(WEDNESDAY), March 9th, 1904.

PART I.

1. Trio, Violoncello and Piano... Mendelssohn.

Mrs. A. H. OUGH, Mr. MILLER, Mr. GRIMBLE.

2. Song "Ora Pro Nobis" ... Piccolomini

Mrs. A. G. GORDON.

3. Piano... "Il Scherzo Bino" ... Chopin.

Madame CANDOTTI.

4. Violin... "Rhapsodie Hongroise" ... Hauser.

Mrs. A. H. OUGH.

5. Song... "Berceuse de Cnd. Jocelyn" ... Godard.

Madame CANDOTTI.

PART II.

6. Trio... Gade.

Mrs. A. H. OUGH, Mr. MILLER, Mr. GRIMBLE.

7. Piano... "Etude C. dur" ... Rubinstein.

(b) "Polka Bohme" ... Rubinstein.

Madame CANDOTTI.

8. Song... "La Serenata" ... Testi.

Mrs. A. G. GORDON.

9. Violin... "Berceuse" ... Mabel Bourns.

(b) "Scherza" ... Goven.

Mrs. A. H. OUGH.

10. Piano... "Valse de Concert" ... Wieniawsky.

Madame CANDOTTI.

The Grand Steinway Piano is kindly lent by

the Club Germania.

Tickets to be had at the Comptroller's Office,

City Hall.

Hongkong, 8th March, 1904. [347]

FROM HAMBURG, PENANG AND

SINGAPORE.

THE H.A.L. Steamship

"SAXONIA,"

Captain Brehmer, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless notice

to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 15th instant will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 15th instant, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 8th March, 1904. [348]

Co-day's

Advertisements.

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE,

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to CALLAO.

Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE, AL-

MERIA and MALAGA.

THE Steamship

"ISCHIA,"

Capt. Maganzini, will be despatched as above

on SATURDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in

VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 8th March, 1904. [348]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"ARRATOON ARIAR,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignees' risk and expense.

Cargo remaining on board after the 10th

instant, at 4 p.m., will be landed at Consignees'

risk and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Limited.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside;

such Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 8th March, 1904. [349]

THE "UP-TO-DATE SHORTHAND"

require several

LADIES AND GENTLEMEN

as

SECRETARIES AND EXAMINERS.

One month's training.

Good Remuneration.

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GUARANTEED

PURE

XERES

WINES.

SPECIALLY SELECTED FROM THE
FINEST VINTAGES.

PRICES—

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 13.50
CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule ... 16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule 27.00

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 5th March, 1904.

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CABLE ADDRESS: "ACHIEVE," HONGKONG
A. B. C. CODE, 4TH EDITION.

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DRAWING-ROOM,

DINING-ROOM,

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ELECTRO-PLATED,

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CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

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WHITE TURKISH TOWELS.

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PROMPT RETURN.

Hongkong, 8th January, 1904.

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SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 332.

Hongkong, 30th March, 1903.

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 8, 1904.

NAVAL GUNNERY.

The February number of *The National Review* contains an interesting article from the pen of Mr. Arnold White, on the recent reports relating to the sighting of naval guns. The subject has been discussed in several quarters at home, and it was thought possible that when Parliament met last month some questions would be addressed to the new Secretary to the Admiralty respecting the defective sights supplied for guns on some of the British cruisers. It will be within the recollection of many that H.M.S. *Centurion*, which commissioned at home, for the China Station, in November last, arrived here several weeks ago, and is frequently seen in the waters of the Colony. In a recent issue we stated on good authority that it is practically admitted, by the authorities at Whitehall, that the sighting of her big guns are so bad that it matters little at what object they may be pointed. Mr. Arnold White calls attention to this fact in his interesting article, and asks, should war break out before the ship reaches China, who would be responsible for the condition of her 10-inch guns? "If a Royal Commission were held on the subject of the shooting of the Navy, so vital a question as the sights of the *Centurion* could not be ignored." Soon after the cruiser left for the reinforcement of the squadron under the command of Vice-Admiral Sir Gerard Noel, Mr. Arnold White received, for publication, the following letter from a naval gunner: "En route here (Malta) our 10-inch guns have been carefully examined by Captain— and the gunnery lieutenant, and it is found that the sights and elevating gear are hopelessly wrong, which means that if we go into action our main armament is practically of no use. The records show that Capt. Scott, of the *Excellent*, pronounced the ship as unfit to leave Portsmouth. We shall now be blamed for bad shooting, and perhaps held up to ridicule as the *Formidable*. Surely, some one ought to hang for sending a ship to China with her principal weapons at attack and defence *hors de combat*." Commenting upon this, Mr. Arnold White declares that, under a properly managed Navy, it ought to be impossible to believe that any warship is put into commission, especially a commission in China, where war may break out, until the gun sights are shipshape and workmanlike. To the casual reader it will be difficult to understand how such a state of affairs can have been allowed to continue from month to month, not only without attempts made to remedy it, but apparently without attention being given to the matter. We find that the County cruiser *Donegal* was supplied with such defective sights that the officer conducting the gunnery trials declined to carry out the programme; the *Formidable* missed the target twenty-six times out of twenty-seven owing to a similar deficiency; the shooting of the heavy guns of the *Hamillies* is not to be relied upon; and, in all probability, the *Centurion* was in the same condition when her gunnery trials were carried out. It is generally admitted that shooting is one of the principal qualifications of a ship, and the Efficiency League, which brought out the facts relating to the sighting of the *Centurion's* guns, should have the thanks of the Empire for drawing public attention to this instance of gross negligence. The British Navy is upheld by great traditions, and fostered by the instincts of a nation which is beginning to realise how much depends upon maintaining its efficiency, and yet when questions dealing with its effectiveness are brought to the notice of the authorities they are shelved and allowed to remain *in statu quo* until circumstances compel immediate attention.

LOCAL AND GENERAL.

THE following appointment has been made at the Admiralty:—Lieutenant R. T. Down, to the *Tamar*, for the *Fame*, temporary, to date Oct. 28, 1903.

Sub-Lieutenant R. L. Jerman has been promoted to the rank of Lieutenant in His Majesty's Fleet, for services during the operations in North China in 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE communicable diseases notified during the week ended 5th inst. were three cases of enteric fever (two European, one of which was imported, and one Chinese), and two fatal Chinese cases of small-pox.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Wong I Kwan ... \$20

THE Austrian Government having decided to appoint a military attaché to the Austrian Legation at Tokyo, has nominated Captain Count Egon Mels Collaredo-Mansfeld to the post. He left for Tokyo at the end of last month.

THE output of sugar in Java last year was very large. At Sourabaya heavy stocks of it still await shipment. These are expected to be cleared off this month, China and Japan are the best markets for the article. Korea also is a large customer.

READERS are reminded of Madam Canduti's farewell concert which takes place in St. Andrew's Hall to-morrow evening. This talented lady will be assisted by several local artists and another crowded house should welcome the performers with the same enthusiasm displayed on the occasion of Madam Canduti's first appearance in the Colony several weeks ago.

DURING the singing of the National Anthem in the course of an entertainment at Albany Ladies' College, one of the largest in Western Cape Colony, two Dutch girls pulled down the Union Jack which adorned the hall, tore it into shreds, and trampled on it, amid the applause of the others. Many of the disloyal young ladies are receiving Government grants, and this is one way in which they show their gratitude. It is stated that all except a very few in the college are bitterly anti-British.

THE prizes in the gift of the *Journal of Tropical Medicine* for essays on subjects connected with tropical diseases have been awarded as follows:—The Bellios Prize of £10, presented by Mr. E. R. Bellios, C.M.G., for the best article on "The System of Drainage and Sewerage (Domestic and Municipal) Fittest Suited for Tropical Climates," has been awarded to Captain J. W. Cornwall, I.M.S., and Major F. Smith, D.S.O., R.A.M.C., who divided the prize between them, the papers being adjudged of equal merit. The Lady MacGregor prize of £10 for the best article on "A Critical Examination of the Practical Value of Anti-Typhoid Inoculation," has been awarded to Major F. Smith, D.S.O., R.A.M.C. The Sivebright Prize of £10, presented by Sir James Sivebright, for the best essay on "Intestinal Affections in Warm Climates," was not awarded.

CHINESE FOR THE RAND.

A telegram to the Sydney *Evening News* states that the reply of Mr. A. Lyttelton, the Secretary of State for the Colonies, to the protest of Cape Colony against the introduction of Asiatic labour into the Transvaal, is similar to his reply to Mr. Seddon, the Premier of New Zealand.

Mr. Lyttelton refers to the unanimity of the Bloemfontein conference, and adds that it would be all the more difficult to justify a refusal to accede to the wishes of the Transvaal in the matter of Chinese labour in view of the precedent long since established in the case of Natal.

THE ORDINANCE.

The draft ordinance for regulating the introduction into the Transvaal of unskilled non-European labourers from south of 12 degrees north of the equator was published on January 7.

The draft makes provision for the appointment of a superintendent and inspectors; the prohibition of importation except under licence for the exploitation of the minerals in the Witwatersrand only; written contracts obligatory, enjoining unskilled employment only on the mines; labourers to serve licensed employers only; immediate repatriation at the close of the term of employment; transfer of contracts; return and registration prohibiting labourers trading or leasing or acquiring land and enforcing residence in the place employed except under permit; the giving of bonds for the performance of the contract; enforcing repatriation where the labourers are unwilling; empowering the Lieutenant-Governor to make regulations enforcing the conditions for the protection of labourers, etc.; and finally, nothing to prevent the introduction of British Indians for employment on the railways.

A further clause provides that no contract shall be for a longer period than three years, nor shall it be renewed for a longer period than five years, inclusive of the original period. There is no reference to the number of labourers who shall be first of all imported.

A representative of the *Volkstem* had an interview with General Botha on the imported labour question.

The General stated that far from changing his former views, he is more convinced than ever of the undesirability of importing Chinese or similar workpeople. He strongly deprecates the Boers signing any petitions on the subject, being of opinion that the solution must be first found for the native question and settled, so as to afford data of the industrial needs. Until then importation of Chinese would be a premature and dangerous experiment. He maintains that petitions are futile. In the absence of representative Government, therefore, it is impossible for the Boer leaders to accept any responsibility, which should be exclusively borne by those who wish to import the yellow danger.

General Botha maintains that the great majority of Boers are totally opposed to Asiatic labour.

THE WAR.

THE RUSSIAN REFUGEES.

DEPARTURE BY THE S.S. "AUSTRALIEN."

At 9.15 this morning, a Naval Dockyard launch and lighter were sent off to the Italian cruiser *Elba*, and the Russian refugees from the *Paryag* were taken away to the M. M. mail steamer *Australien*. The men looked well and hearty, their flourishing condition being the best of proof of the good treatment they received on board the *Elba*. They will proceed to Colombo, as will also their comrades who were taken to Saigon by the *Pascal*. From the Isle of Spices the sailors will proceed to Russia in a vessel chartered by the British Authorities, the Japanese Government having agreed to their being liberated on parole. As the lighter left the *Elba's* side, the Russians cheered again and again, thus showing their appreciation of the kindness shown them by their Italian comrades. The band of the cruiser played the Russian National Anthem as the men left.

THE FLEET.

H.M.S. cruiser *Talbot* arrived from the North this morning. She left Chemulpo on the 4th inst.

THE MANCHURIAN QUESTION.

Diplomatic writes to *The Times* that perhaps the most important document in connection with the above question is the "Note Verbale" of April 25, 1895, by which the Russian Government, supported by France and Germany, called upon Japan to retrocede the Liao-tung Peninsula to China. The official text of this note has not hitherto been published. I have, however, a translation which runs as follows:—

"The Imperial Russian Government, having examined the terms of peace demanded of China by Japan, consider that the contemplated possession of the Liao-tung Peninsula by Japan will not only constitute a constant menace to the capital of China, but will also render the independence of Korea illusory, and thus jeopardise the permanent peace of the Far East. Accordingly the Imperial Government, in a spirit of cordial friendship for Japan, hereby counsel the Government of the Emperor of Japan to renounce the definitive possession of the Liao-tung Peninsula."

The importance of this document scarcely needs emphasizing. It lays down very clearly the principle involved in any foreign occupation of Manchuria, and thus anticipates the case of Japan in the present negotiations. What was true of the Russian occupation in 1895 is doubly true of the Russian occupation to-day. Moreover, this menace to China and Korea is of the more serious moment to Japan than ever it was to Russia. Another point worth noting is that this statement of the views of the Russian Government in 1895 entirely disposes of the contention on which Russia bases her refusal to-day to give any assurances in regard to the integrity of China to Japan. This question, she says, is a question confined to treaty negotiations between herself and China, and consequently Japan has nothing to do with it. In 1895, however, the question was also in pure law confined to treaty negotiations between Japan and China, but it was precisely that limitation of it against which the Russians protested. Japan to-day is more moderate than Russia was in 1895. She does not seek to obtain the revocation or amendment of treaties already in force, although she might well do so in view of the 1895 precedent. All she asks for in effect is that the treaties in force shall be observed, and that no new treaties in conflict with them shall be negotiated.

I note also that you make no reference to the important question of railway rates in Manchuria. Even were Manchuria evacuated in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1899, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1899 Agreement equality of treatment on the railway for all foreign Powers, including Russia, herself, was stipulated for. Later, however, Count Muraviev fenced with the question and ultimately postponed it to a separate agreement, which has never been concluded. (See Blue Book, China No. 2, 1899, pp. 19, 2, 24, 59.) When in the following year the United States obtained its open-door pledge from Russia, the railway rates question was again evaded. (China No. 2, 1900, p. 6.) Since then nothing has been done to settle it.

THE OPPOSING FLEETS.

Writing to the *Navy League Journal* in February last, Admiral the Hon. Sir E. R. Fremantle gives the following interesting appreciations of Japan and Russia's sea-power in the East:—

Let us take first the battleship strength. Here, undoubtedly, the Russians have an apparent advantage. When the latter have all battleships now on passage added to the ships already at Port Arthur, they will have eight to Japan's six, mostly good vessels of fair speed and protection, but they are of different types, and it is more than doubtful if they have clean bottoms and are in all respects efficient. The *Nikolai*, which has been mentioned as being bound to the Far East, was reported at Cherbourg on her way to the Baltic. The six Japanese ships are, on the other hand, of a uniform speed of eighteen knots, and even their two smaller ships, the *Yakima* and *Fuji*, of 12,300 tons, throw a heavier broadside than any of the Russians. They form, indeed, an exceptionally powerful homogeneous squadron

capable of acting together with effect. This should give them a great advantage, of which a skilful admiral might avail himself, and would probably give them more than equal chances in a general action. The *Chit-Yen*, taken from the Chinese, should not altogether be omitted, though she is twenty years old and has only a speed of fourteen knots, as she has been reconstructed. Let us now turn to the powerful armoured cruisers possessed by both Powers. These vessels have been described as battleships in disguise, and though not fit to "lie in the line" against well armoured and armed battleships, would do good service against the latter when partially disabled, the difference between modern powerful armoured cruisers and battleships being much less than between frigates and line-of-battle ships of former days.

In these ships Japan has a distinct advantage, as she has six powerful armoured cruisers of more than 9,000 tons and twenty knots speed, capable of acting together, which will be increased to eight when the two late Argentine cruisers *Kasuga* and *Nissin* have reached their destination. The two latter are smaller, being only 7,700 tons, but they are well protected, their speed is good, and they throw a broadside heavier than that of any of the Russian cruisers.

Against this the Russians will have five armoured cruisers when the *Dmitri Donskoi* arrives out, but they are all different both in speed and armament, whilst the last-named has a speed of only fifteen knots, and is an old vessel of less than 6,000 tons. The great weakness, however, of the Russian armoured cruiser is that the gun protection of all except the *Gromoboi* and *Buyan* is practically nil, and the former of the two last named is the only one which is as powerful as any of the Japanese armoured cruisers. If we turn now to protected cruisers, the Russians have six good ships superior to any possessed by the Japanese, and two more which may be considered fast scouts. Against these the Japanese have some twelve fairly good second-class cruisers and two third-class cruisers, but they are all comparatively small ships, the two largest and most modern being the *Chitose* and *Kasuga*, of 4,700 tons and 22½ knots, built in the United States. In this class of ship the Russians have a distinct superiority, and though their battle fleet were defeated and the command of the sea rested with the Japanese, the powerful fast protected cruisers of the Russians and the armed vessels of the Volunteer fleet would be capable of giving much trouble to the Japanese, hampering their military movements and injuring their commerce.

In destroyers and torpedo boats the relative forces are fairly equal, though from their proximity to their home arsenals and their minute attention to detail, it is probable that the Japanese boats will be found to be in a more efficient condition than those of their opponents. From the above brief résumé it will be seen that the opponents are fairly matched as regards ships, but strategically the Japanese are far stronger than their opponents. They will be fighting practically in their own home waters, their dockyards are well supplied, and in easy communication with each other, while it is impossible to suppose that the resources of Vladivostok and Port Arthur are adequate for the maintenance and repair of a fleet which would be a severe tax on Portsmouth or Plymouth to keep in an effective state in war. This is a most important point, and one which we may be sure has not escaped the appreciation of our astute Japanese friends, who are far better acquainted with the resources of the Russian dockyards than ourselves.

I now come to the personnel. To take the Russians first. There is no Navy in Europe, except the German, which has made such vast improvement in efficiency in the last twenty years as the Russian. Their officers are, technically and scientifically, equal to the best naval officers in the world, and their patriotism is undoubted. I have many friends among them, and I should be sorry to underrate them, but they have had little opportunity for practice in squadron work, and their methods of signalling and power of joint action—in 1895, at least, when I last had an opportunity of observing them—far inferior to that of the Japanese. Their crews, too, although of fine physique and generally well disposed, lack individuality and intelligence. On all these points of such essential importance I have little doubt as to the superiority of the Japanese personnel. Their officers are extremely capable, and their loyalty and patriotism has a religious fervour: while the men, Eastern though they are, appear to me to have the individual capacity and intelligence which we are apt to attribute to our own men-of-war's-men.

My intimate knowledge of the Japanese Navy dates from 1894-5, when I learnt to admire the conduct of their fleet in the war between Japan and China, and from the zeal of their officers and from the extraordinary determination inherent in the nation to learn by experience, I cannot doubt that they have continued to advance towards perfection. That this is the case I know from a recent letter from a naval officer now serving on the China Station, who assures me "that they have little, if anything, to learn from any foreign Navy." This is high praise, but I cannot doubt that it is true, and that the officers will know how to make the best use of the material at their disposal.

If I had a doubt on these points it would be dispelled by the complete confidence felt by Japanese officers, who are so thorough that they are not blind to any deficiencies in their own service, while they are extraordinarily well-informed as to foreign navies, and I am inclined to credit them with having as intimate knowledge of their opponents' strength and weakness as the Russians themselves.

CANTON NOTES.

(From Our Correspondent.)

CANTON, 6th March.
Commissioner F. W. Mase and staff left Canton yesterday to take up their positions at the newly opened port of Kongmoon.

The popular Captain A. W. Dixon has been relieved from his command of the s.s. *Fatshan* by Captain Valentine. The former has been officially appointed by the combined companies as their Agent and Superintendent on the West River and has at once proceeded in Kongmoon. The company's fleet at present comprises, on actual West River trades, the s.s. *Nanning*, Capt. C. Butchart; s.s. *Saimun*, Capt. Branch, and s.s. *Tak Hing*, Capt. Thomas; to which is to be added at once the s.s. *Liu Tin* launched last month by the Hongkong and Whampoa Dock Co. and the steamer purchased from Messrs. Banker & Co. which is also in the Dock Co.'s hands. The above steamers run in conjunction with the five palatial steamers running direct from Hongkong: viz. s.s. *Hankow*, *Kinsan*, *Powan*, *Falshan* and *Honam*.

CENTENARY OF THE BIBLE SOCIETY.

H. E. the Officer Administering the Government presided at a meeting of the British and Foreign Bible Society, held in St. Andrew's Hall last evening, to commemorate the centenary of the society. Among those present were Mr. R. A. D. Ponsonby, Private Secretary to His Excellency; Right Rev. Bishop J. C. Hoare, Rev. F. T. Johnson, Rev. J. H. France, Rev. F. Icoly, Rev. T. W. Pearce, Rev. T. Wright, Rev. W. J. Southam, Rev. E. W. Hipwell, Rev. F. Blanchett, Rev. C. H. Hickling, Rev. W. Bridie, Rev. R. F. Gotschalk, Rev. R. Wells, and Professor Sharp.

Proceedings commenced with the singing of a hymn, after which the Rev. F. T. Johnson, Colonial Chaplain, offered prayer.

His Excellency then addressed the meeting, and took occasion to mention that the British and Foreign Bible Society has a special and pleasant relation with Hongkong through two well known residents, of whom one, the late Mr. Granville Sharp, bore the name of his illustrious ancestor, the great philanthropist, who was also one of the founders of the Society. Having pointed out the nature and extent of the good work which the Society is accomplishing in various parts of the world, the chairman called upon the Rev. T. W. Pearce to deliver an address.

Mr. Pearce dealt at some length with the objects which the Society had in view and the means which were used for the multiplication and distribution of the scriptures. To thoroughly appreciate what it had done for Britain one must consider the place of the Bible in the life of the British people. By what processes has the Bible become, as Professor Huxley declared, "The National Epic of Britain"? Why is it familiar to noble and simple from John a Groat to Land's End? The answer lies in part in the story of the Bible Society, which was the first to provide for an adequate circulation of the scriptures in the Highlands of Scotland, in the Principality of Wales, in Ireland, and among the working people of London. Its foreign work, which commenced with the printing of Scriptures for Spanish and French prisoners of war (of whom there were 30,000 in England when the Society was founded), was rapidly extended throughout and beyond the Continent of Europe. Colonial expansion had been contemporaneous with the expansion of the Bible Society. To its work in our colonies is due much of the love and loyalty of our people everywhere to the home country, and the work of the Bible Society is not the smallest of the guarantees for the solidarity of our Empire. The speaker next showed that the Bible Society has done and is doing useful work in Hongkong and, finally, that its activities in China, commencing with Robert Morrison, whose memorials are in the City Hall Library, has now become a chief factor in the evangelization of the Empire.

The Bishop of Victoria speaking as a missionary gave an impressive address on the value of the Bible for mission work in China. When he began his missionary career he was called upon to undertake the work of teaching and training young Chinese catechists and evangelists. On inquiring of his Bishop as to the methods and the books to be made use of in this work, the reply was, "As the work is new you must form your own methods, and there are no books except the one book—the Scriptures." The speaker could bear testimony to the power of this one book in forming the character of the native Chinese teacher and in fitting him for his sacred calling. We ourselves may well envy some Chinese preachers and teachers their knowledge of the New Testament. We cannot attain to the same thoroughness or the same facility in the use of the book. Among the more striking incidents quoted by the Bishop to show the love of the Chinese for the Bible and their delight in making it known was the instance of two Chinese officials who were visiting in Scotland and who, when asked to write in a visitors' book, some quotation, or gem of literature reproduced the one the whole of the "Great Learning" and the other the whole of the sermon on the Mount. In order to estimate the work which the Bible Society is doing, we must bear in mind that there are results which cannot be tabulated, unseen forces that are working through the Bible as distributed in China. Having due regard to the enterprise which this Society is so nobly carrying on we should be full of thankfulness to Almighty God for Bible work in the Empire of China.

Mr. Hamilton Sharp, in proposing a vote of thanks to His Excellency the Officer Administering the Government, recalled the interest the late Queen Victoria took in the work of this Society, and expressed the opinion that it is fitting for His Majesty's representative to preside on such an occasion.

The vote of thanks being recorded by acclamation, the meeting was brought to a close.

TELEGRAMS TO AMOY, SHANGHAI AND BEYOND.

Mr. Olaf Nielsen, Superintendent of the Great Northern Telegraph Co., Ltd., informs us that communication with the above places via the Great Northern Telegraph Company's cable was restored yesterday evening.

SHIPPING AND MAILS.

MAILS DUE.

American (*Gaelic*) 9th inst.
English (*Simla*) 11th inst.
Indian (*Kamanga*) 15th inst.
Canadian (*Empress of China*) 15th inst.
American (*China*) 25th inst.

The *C.S.N. Co's* s.s. *Sylvania* left Canton for this port via the Straits on 5th inst. and may be expected here on 22nd inst.
The Imperial Japanese Mail steamer *Yokohama* left for this port via the Straits on 6th inst. and may be expected here on 23rd inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

SEOUL, KOREA'S CAPITAL.

Close to the Seoul Railway Station rises the Terminus Hotel, just outside the wall, but we prefer to lodge in the heart of the city, where our windows will look out upon the palace. Who knows but we shall catch a glimpse of the emperor.

A string of jinrikishas picks up our luggage, and we are en route in a moment. There seems to be a thick coming toward us—a thick coming which, as we presently see, is composed of perfect mountains of faggots loaded upon the backs of docile bullocks, each carrying a load fit for an elephant. Low-bending porters, staff in hand, stagger along under burdens as heavy as those the bullocks carry—sometimes a whole tree in their grip; then, to clear the road for us, they turn aside. And here, too, are the sturdy women of the common people, and middle-class women with green dominoes over their head, only their little noses showing. Oh, you veiled ladies of Islam, your fashions last longer than those of Paris. This one has flourished in China since the days of the Ming. Men pass in and out among these groups of phantom ladies; they go with sacerdotal solemnity and they are all dressed in white, with hats almost as absurd as the stovepipes we have somehow learned not to laugh at. Yes and here are donkeys, with jingling bells; clumsy horses, and sedan chairs, in which you sit with your knees under your chin, as if neatly tucked away in a dog-kennel. All this motley throng of men and beasts is wriggling about beneath the broad roofed pavilion at one of the eight gates of the city.

The wall, twenty feet high, stretches far away—up hill and down dale—and there is room for several Seoul within the space it encloses. In a single zone, reaching from east to west, the 45,000 thatched or tiled roofs of the capital are miserably jammed together, like the backs of a flock of timid sheep. There are no dwellings north or south of this belt on the two mountain slopes which come down to the city—the one wild and bare and exposed to the blaze of the sun, with the imperial palace at its broad base; the other extremely beautiful, with its dense and forbidding forests, descending to the Japanese quarter.

Perhaps those open spaces were intended to shelter the people of the outlying districts in time of war, and to give the Korean archers a line of defence ten miles long, which was no more than they needed. Or possibly the builder had too grand a vision of the city's future. He was a general, who came to power in the year 1418 (1392).

THE DYNASTY.

The throne upon which had sat for three centuries the rulers at Song Do—the dynasty which had accomplished the unification of Korea—were then transferred to Seoul, where it has till to-day been the imperial seat of the dynasty descended from that general.

The Mongol house became Ming, and has so remained throughout the Manchu period. And the emperors of Korea invariably marry daughters of the Ming family. Ming was the aunt of the present emperor, the late wife of the crown prince. Ming, consequently, the entire throng of functionaries, whose power would vanish if the matrimonial privilege of the noble family, so long the breeder of kings, should fall into decay.

But now we come to the door of the palace. Within its walls a child seven years old is being brought up almost like a European. His mother, Mrs. Kim, a favourite of the emperor—has not a drop of Ming blood in her veins, and yet is acclaimed as empress by the powerful party of Yi Yung Ik. The Mings are getting their eyes open!

In the square, two French hotels, side by side, bid against each other for patronage, hailing passers-by with the vociferations of an American phonograph. May they hope that the Trans-siberian will bring them guests? The climate is very short. A glance at the climatological tables in the Seoul Observatory—as the doctor at the Russian Legation fancifully calls his establishment—shows that most of the year is either intolerably hot or insufferably cold.

A VIEW OF THE SOLDIERY.

In the morning I leap out of bed, awakened by the strident crowing of roosters and the incessant blare of trumpets. Soldiers are coming out of the palace—hosts of soldiers. They are equipped in modern style, like the Japanese. And this is why—so says the Russian minister at Seoul—they evince a shocking tendency to salute a uniform resembling that of the Japanese troops of the city in preference to all others. They stride past in martial array, armed with Murata, Gras and Remington rifles, their bayonets bristling savagely. I should have been quite alarmed had I not been told that the officer who purveyed these arms had not delivered the bayonet sheaths; instead, he made off with them and profited handsomely by the trick.

Every morning the troops scamper to and fro as if they were running to a fire, without any attempt at orderly marching, bumping into the sedan chairs at the street corners. Perhaps these incessant lines of men go back whence they came, only by a different door and to give an exaggerated impression of their numbers after the manner of a provincial opera company—and I was at first inclined to believe that Korea indulges in this uproarious clatter to keep up its courage. A timid traveller whistles on a dark night.

But in an interview with the Korean officer in charge of the military school I was made aware of the fact that I had encountered. There are six thousand soldiers in Seoul. Their wages have to be promptly paid, and in these trying times they have actually been increased from twenty cents a month to forty. Alas that such munificence should fall to arouse the military passion in civilians! Last August, when eight thousand new recruits were wanted they had to be got by force; each recruit went out into the street, and, collaring a twenty-year-old, dragged him to the barracks. This was easy at first, but presently the youngsters of Seoul, became so pacified that only women could be found in the streets.

So, before the enforced military service laid its yoke upon all masculine necks from seventeen to forty years old, a decree was issued with a view to prepare the public mind for what was coming: "A Power without an army is no Power at all." When danger comes, we seem to resemble a crowd of market folk rather than an array of organized troops. We must return to the customs of the olden days, when, in case of mobilization, prefectures and country districts furnished trained soldiers and controlled them

as the arm controls the hand. This is what the foreigners do. When shall we therefore reorganize our recruiting officers. The Government must rely upon the people as absolutely as the people rely upon the Government, in the same way as the human body is defended and protected by the intelligence of the head and the strength of its members."

In default of a census, we put the population of Korea at about ten million—a figure midway between the 15,000,000 of Cuvillier's estimate and the 6,000,000 of Barthelemy's. The army which is to be built up in Korea will be hardy and indefatigable. It will suffice to enlist and drill the street porters and drivers of beasts of burden to secure the nucleus of a strong infantry force. As for marksmanship, they are of the very first rank; without recalling the two episodes of the nineteenth century in which Frenchmen and Americans learned this to their cost, I need only refer to their target practice and their skill in hunting. A Korean never misses a tiger or a leopard. And in the game of archery at range of two hundred yards, his arrow goes straight to the mark.—*Japan Daily Advertiser.*

THE CRY OF THE NERVES.

WHY DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE CURE NEURALGIA.

Neuralgia has been described by an eloquent medical writer as

THE CRY OF THE NERVES FOR FOOD. The food of the Nerves is Blood. You may stifle Neuralgia with laudanum or soothing drugs. But to cure Neuralgia you must feed the Nerves. Dr. Williams' Pink Pills for Pale People make new blood. They are not a cure-all; they profess to do just this—to make blood as nothing else can make it. To take them is equivalent to forcing new food directly into the veins at every dose. All the wonderful cures Dr. Williams' Pink Pills have wrought have been achieved in this way. This is how they have cured Neuralgia, and the dreadful nervous diseases allied to it—St. Vitus' Dance, Paralysis, Locomotor Ataxia. This is how they have cured Anemia and all that it leads to—Consumption, Indigestion, Weakness, Fits, and the manifold pains of woman, all due to lack of blood; and Rheumatism, Kidney disease, Eczema, Skin Eruptions, Scrofula, all due to bad blood.

Mrs. Daniel Dimmick, of the Manor House, Manor-road, Fratton, Portsmouth, England, is a lady whom Dr. Williams' Pink Pills have cured of Neuralgia, simply by feeding the outlying Nerves. She said:—

"I was for a long time a terrible sufferer from Neuralgia. This trying complaint first came on about three years ago. I took all sorts of medicines and other things recommended me, but they did not do me any good. The Neuralgia was so severe that it made me feel 'quite run down.' I had no appetite, and became dreadfully weak, so that I could do scarcely anything at all. I was leaning beside myself with the pain I had to endure, and all I cried out account of my agony.

"Some twelve months ago I read in the papers about Dr. Williams' Pink Pills for Pale People having cured a case which I thought was exactly like mine.

"No sooner had I taken a few doses than I found they had done me a lot of good. The improvement being very marked after I had taken half of the first bottle. I continued with the pills until I had finished the bottle, and the cruel pain entirely disappeared. I deemed it advisable to continue taking Dr. Williams' Pink Pills, as they had already done me so much good. Altogether I took three bottles of them. By this time I was thoroughly restored to my former good health; and after the lapse of several months none of the old painful symptoms have returned. I am thankful to say."

Pills post free from Williams' Medicine Company, Holborn-viaduct, London, for 2s. 6d. or six bottles for 13s. 6d. [25]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW, (WEDNESDAY), the 9th March, 1904, at 10 A.M., at

H. M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES, Comprising:—BOATS ENGINES, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, IMPLEMENTS, &c. Catalogues will be issued.

TERMS OF SALE:—As customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 8th March, 1904. [327]

PUBLIC AUCTION.

THE Undersigned have received instructions from R. T. WRIGHT, Esq., to Sell by PUBLIC AUCTION, on

THURSDAY, the 10th March, 1904, at 2.30 P.M., within his residence No. 10, Macdonnell Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—

MOROCCO and TAPESTRY COVERED SOFAS and CHAIRS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DINNER WAGGONS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DOUBLE BRASS MOUNTED IRON BEDSTEAD with WIRE and HAIR MATTRESSES, MARBLE TOP WASHSTANDS, TEAKWOOD DRESSING TABLE with BEVELLED GLASS, WARDROBES, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c. A large number of PALMS and FLOWERS in Pots. Catalogues will be issued. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 3rd March, 1904. [328]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOL'S PREPARATION and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Pickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, A.M. INST. C.E., Manager

Hongkong, 2nd April, 1903. [61]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or OLD ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1894.

Intimations.

THE WINDSOR GARDEN AND RESTAURANT is now under European management.

THE attendance will be found satisfactory.

MEALS AT ALL HOURS.

PRIVATE PARTIES' DINNERS, PICNICS, &c., &c., can be arranged for through the Managers.

The Scenery and View from the Garden are the finest in Hongkong.

CARRIAGES on hire at moderate price.

WONG-NEI-CHONG ROAD, (HAPPY VALLEY), Past the Race-Course.

JACOBS & HUBER, Proprietors. Hongkong, 5th March, 1904. [336]

THE ROBINSON PIANO CO. LTD. HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS \$450

CASH or CREDIT

Hongkong, 6th January, 1904. [39]

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1]

MEE CHEUNG, PHOTOGRAPHER, 100 FLOOR OF ICE HOUSE, IN ICE HOUSE ROAD.

IS now in possession, in his New and Com- modious Premises, to occupy, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality. Hongkong, 22nd September, 1903. [15]

THE AMERICAN SYSTEM OF DENTISTRY. DR. M. H. CHAUN, 27, DES VUEZ ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904. [58]

DENTISTRY. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 20, Connaught Road Central. Hongkong, 9th February, 1904. [57]

TSU FAN DENTIST. PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 5th January, 1904. [56]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL," Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 7th March 1904. [1]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
Victoria	3,502	J. Truebridge	Mar. 16
Tremont	9,600	T. W. Garlick	Mar. 25
Olympia	2,837	A. Dixon	April 27
Lyra	4,417	G. V. Williams	May 4
Tacoma	2,812	M. Ridley	May 13
Shawmut	9,606	W. M. Smith	May 21

1 Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Interior Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents. Hongkong, 27th February, 1904. [12]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at LOWEST RATES. SIEMSEN & CO. Hongkong, 28th March, 1904. [52]

For Sale.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 50, Lyndhurst Terrace. Hongkong, 17th November, 1903. [31]

Consignees.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS. THE Company's Steamship

"PENTAKOTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., TO-DAY, the 7th instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents. Hongkong, 7th March, 1904. [244]

Consignees.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 14th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th March, or they will not be recognised. All damaged packages will be examined on MONDAY, the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 7th March, 1904. [9]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"

of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 9th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 9th instant, at 9.30 A.M.

All Claims must reach us before the 14th instant, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD. MELCHERS & CO., Agents. Hongkong, 3rd March, 1904. [13]

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship

"KOREA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godown No. 50, Kennedy Town, Praya, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 12th instant will be subject to rent.

All Claims must be sent in to me on or before the 15th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent. Hongkong, 5th March, 1904. [11]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"BRISGAVIA,"

Captain Schülke, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 5th March, 1904. [340]

NORTHERN PACIFIC STEAMSHIP COMPANY.

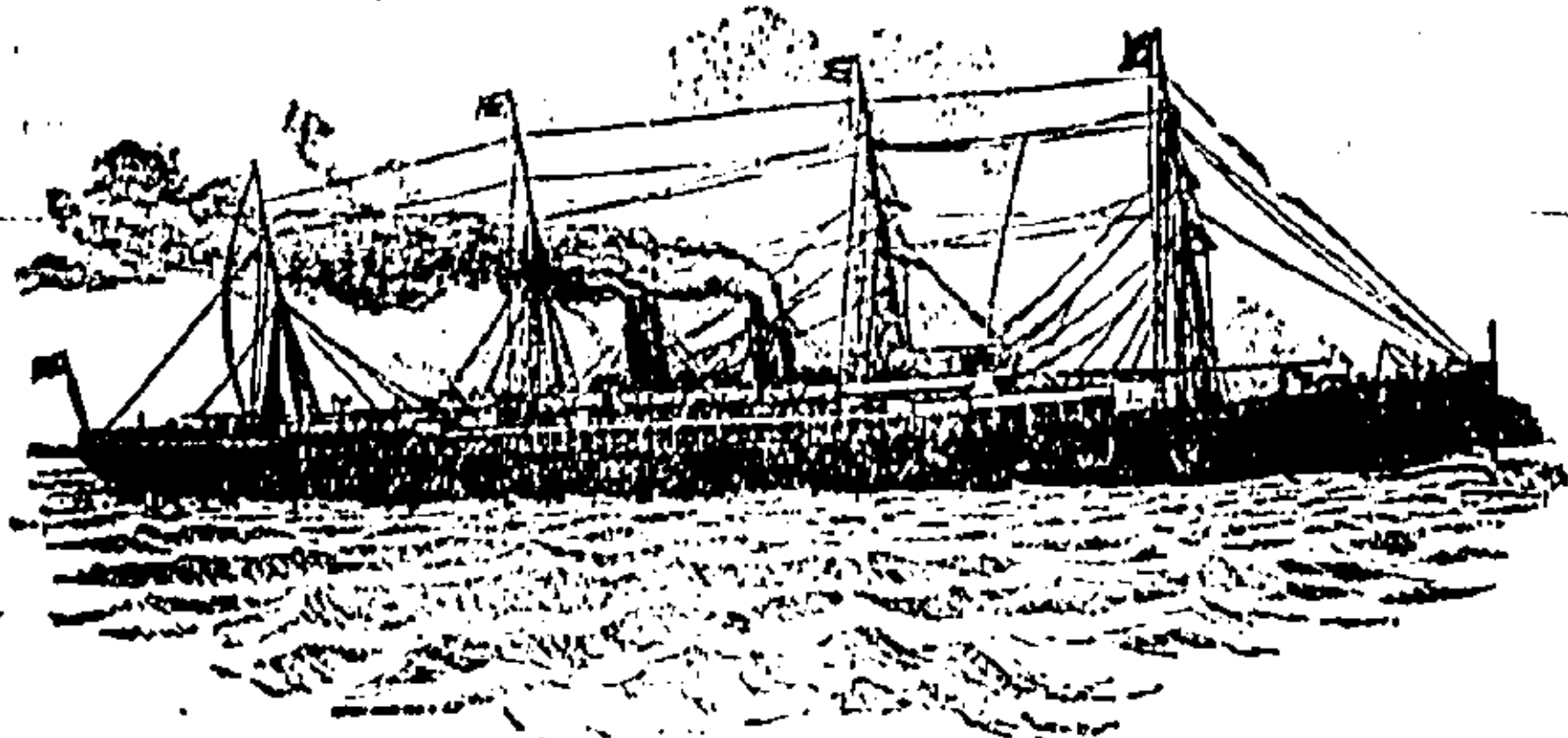
NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KORSA"	11,276 Gross Tons	THURSDAY, 10th March, at Noon.
"GABRIEL"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIO"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-19th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

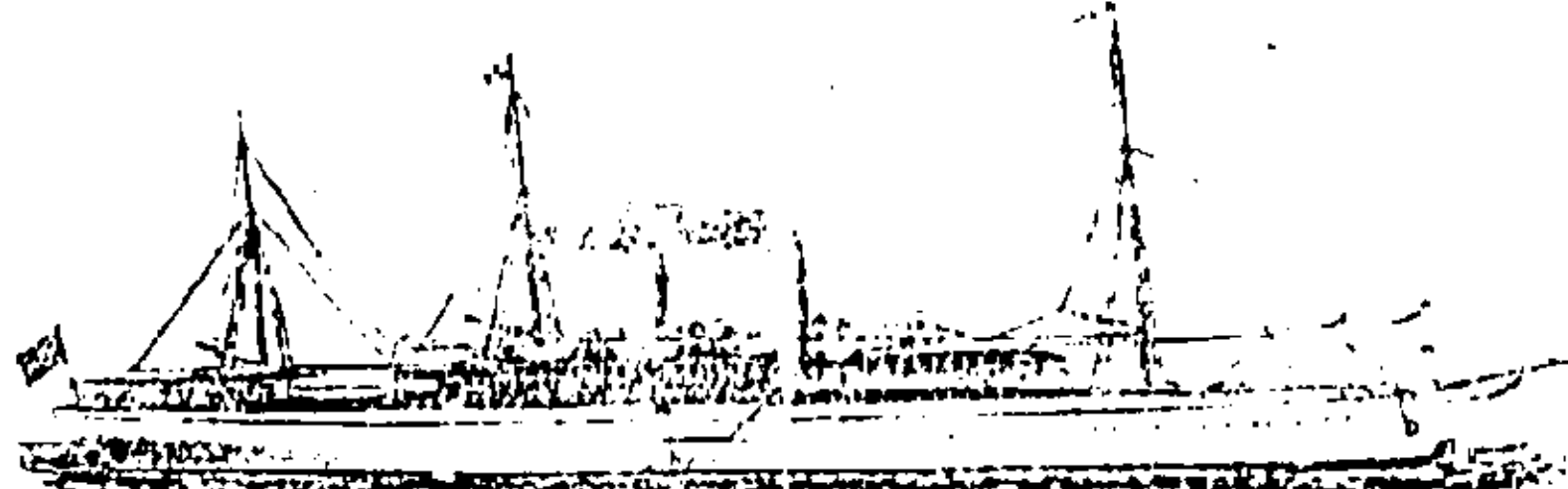
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 10 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 23rd March.
"ATHENIAN"	3,882 "	WEDNESDAY, 6th April.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"TARTAR"	4,425 "	WEDNESDAY, 4th May.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate or 2nd Class, £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 24th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRECHTDPAMPER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
BAMBERG	HAVRE and HAMBURG.	21st March.	Freight.
Mittelland	(Calling at SINGAPORE and PENANG).		
SAMBA	HAVRE and HAMBURG.	22nd March.	Freight.
Luning	(Calling at SINGAPORE and PENANG).		
ABESSINIA	HAVRE and HAMBURG.	5th April.	Freight.
Filler	(Calling at SINGAPORE and COLOMBO).		
BRISGAVIA	HAVRE and HAMBURG.	10th April.	Freight.
Schulke	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	19th April.	Freight.
Borck	(Calling at SINGAPORE and PENANG).		
ARTEMISIA	HAVRE and HAMBURG.	3rd May.	Freight.
Gronmeyer	(Calling at SINGAPORE and COLOMBO).		
MARBURG	HAVRE and HAMBURG.	17th May.	Freight.
Stern	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 8th March, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. J. Jones.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.
"NANNING," 562 tons, C. Butchart.
"TAK HING," 618 tons, K. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vaux Road.
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

THE TRYPOGRAPH DUPLICATOR
(ZUCCATO'S PATENT).

NEW MODEL WITH IMPROVED SLATE
RED PRINTING SURFACE.
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JACK E. ELLIS,

17A, Queen's Road Central, 1st Floor.
Sole Agent for E. M. RICHFORD in China.
Hongkong, 27th February, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE 10s. 6d. per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

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DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Buildings.

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NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.,
Hongkong, 30th September, 1903.

NAVY CONTRACTS 1904-5.

SEALED TENDERS, in duplicate, will
be received by the VICTUALLING
STORE OFFICER, H. M. Victualling Yard,
until Noon on MONDAY, the 14th March, for
the undermentioned articles:—

FRESH BEEF.
FRESH VEGETABLES.
FRESH POTATOES.

RICE.
SUGAR.

Form of Tender and further particulars are
to be obtained at the Office of the VICTUALLING
STORE OFFICER.
Samples of Sugar and Rice to accompany
Tenders.

The right to reject the lowest or any Tender
is reserved.

H. S. VAUGHAN,
Victualling Store Officer.

H. M. Victualling Yard,
Hongkong, 4th March, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VEAUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED PAINT,
GRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft., bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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LUZON SUGAR REFINING COMPANY,
LIMITED.

THE TWENTY-SECOND ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, Pedders
Street, on THURSDAY, the 24th March, at
12.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from 11th to 24th March, both
days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 5th March, 1904.

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CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents on THURSDAY,
the 24th March, at NOON, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1903.

The TRANSFER BOOKS of the Company
will be CLOSED from 11th to 24th March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 7th March, 1904.

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HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$22.50 per Share for
the year ending 31st December, 1902,
declared at to-day's Ordinary Annual Meeting,
will be payable at the Premises of the HONG-
KONG AND SHANGHAI BANKING CORPORATION
on and after MONDAY, the 14th instant, and
Hongkong Shareholders are requested to apply
for DIVIDEND WARRANTS at the Com-
pany's Offices, Pedder's Street.

JARDINE, MATHESON & CO.,
General Managers,

Hongkong Fire Insurance Co., Ltd.

Hongkong, 5th March, 1904.

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WANTED.

TWO CHINESE MASTERS for a School
in Yunnan. A knowledge of ENGLISH
and MANHART necessary. Application
should be addressed to the Education Depart-
ment, Hongkong.

Hongkong, 4th March, 1904.

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WANTED.

A SECRETARY for THE MERCANTILE
MARINE OFFICERS ASSOCIATION. Salary
\$180 per Month, Free House, Light, Coal and
Medical Attendance.
Applications to be Addressed
PRESIDENT, MERCANTILE MARINE
OFFICERS ASSOCIATION.
Shanghai, 1st March, 1904.

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WANTED.

POSITION as NURSE or TRAVELLING
COMPANION to Lady or Children.
Return Passage required, if Travelling.

Apply to—
No. 267,
C/o The H.K. Telegraph Office.

Hongkong, 18th February, 1904.

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WANTED.

GOOD CLERK Wanted, European or
other.
Apply to—
ROBINSON PIANO CO., LD.

Hongkong, 10th February, 1904.

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WANTED.

SITUATION by a YOUNG EUROPEAN
with Bank Experience and a Good
Knowledge of English, French and Spanish
Languages.
Apply to—
"X.Y.Z."
C/o This Paper.

Hongkong, 1st February, 1904.

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GEO. FENWICK & CO., LIMITED.

THE FIFTEENTH ORDINARY GEN-
ERAL MEETING OF SHARE-
HOLDERS will be held in the HONGKONG
HOTEL, on WEDNESDAY, the 9th March,
at NOON, for the purpose of receiving the
Report of the Directors, declaring a Dividend,
and electing Director and Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th until 10th
March, both days inclusive.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, 1st March, 1904.

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HONGKONG AND KOWLOON WHARF
AND GODOWN COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S OFFICE, No. 2, Con-
naught Road, at 12.15 P.M., on THURSDAY,
the 10th MARCH, for the purpose of receiving
the Report of the Directors, with a Statement
of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 10th
MARCH, both days inclusive.

